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## BRITISH IN THE OPEN.

GERMANS' INSENSATE  
VENGEANCE[BY PERCIVAL PHILLIPS, "DAILY EXPRESS"  
SPECIAL CORRESPONDENT.]

Open warfare with cavalry skirmishes and occasional encounters with elusive German cyclist patrols is still a feature of the new operations which began with our general advance south of Arras.

The resistance of the German rear-guard has been curiously irregular, varying from the quite stubborn opposition of entrenched infantry east of Bapaume to mere glimpses of a few isolated detachments moving among the trees and deserted villages in the area west of St. Quentin.

For troops newly released from the long confinement of trench warfare the temptation to rush pell-mell across the fertile fields and fine hard roads in search of the vanished Germans was almost irresistible. They would like at least to get within earshot of the enemy guns, but for the most of them it has been a business this week of moving steadily through abandoned villages and a broad expanse of devastated farm land, without any of the experiences enjoyed by troops in open warfare. Far ahead cavalry patrols and agile cyclist scouts scour the fields for hidden Hunns, and this is all of the actual hostilities to be seen on a large portion of the front of our advance.

The infantry and guns go forward steadily along the newly mended roads, over filled-in craters, with German signposts at every turning, German notices of every conceivable kind nailed to the walls of deserted cottages and stable doors, German graves lining the roadside—for many were apparently buried where they died—German wire and piles of new concrete blocks and odds and ends of stores and supplies confronting them in unexpected places. They go through wrecked towns, where hollow-checked, waxen-faced women and children in tattered clothes smile a greeting and try in many pathetic little ways to show their gratitude.

I have never seen British soldiers so grim and bitter as the men who are marching to-day through the destroyed villages beyond Nesle, with the abominable handwork of their enemy confronting them on every hand. They were never more eager to come to grips again with him. No incentive is needed to quicken the troops engaged in driving the Germans back to their own place, but, if there were no surer method of galvanising the army into deadly activity could be found than to march through the devastated acres of invaded France that have just been reclaimed from the hands of the Hun.

The cavalry already engaged are having the time of their lives. The enthusiasm which pervades all the troops engaged in the advance is particularly strong among the mounted men, who, after months of galling inactivity, at last come into their own. They regret that they have not yet been able to fall on the enemy and scatter the fragments of his rear-guard over the landscape, and the only reason is that the fugitives have shown extraordinary agility, and made unusual exertions to avoid a decisive blow.

The keenness of our scouts is shown by an incident in the suburbs of St. Quentin. We penetrated yesterday with two and a half miles of the town without meeting opposition, when, in the neighbourhood of Saoy Wood, a German patrol of five men of the 115th Regiment was seen reconnoitring the road from the shelter of a crater. Two British scouts dashed at them, and the Germans, after firing several ineffective shots, bolted into the wood. Our men followed and made prisoner a sergeant-major who had just completed a course of instruction in a cadet school and was to receive his commission this week.

The feeding of the destitute inhabitants of the invaded area now occupied by British armies has begun on a well-organised basis. Eight thousand rations arrived at Nesle to-day, where one of the shops closed since the Germans first entered the town in August 1914, was reopened as a distributing centre by the American Relief Commission.

You will find most striking evidence of the privations of the people in the smaller communities in many of the villages to-day, where the few wretched survivors looked more like spectres than human beings, gaunt men and women with sunken eyes moved slowly and listlessly about the littered streets or sought in a hopeless kind of way to mend some holes in the ragged walls of their poor homes. It was no wonder they looked so much like living corpses, but rather a wonder that they survived at all.

## STARVATION DIET

At Rouilly, for example, the people had no meat for nine months, no milk for a year, and what little food they received was from the American relief supplies. Very occasionally they got a little fat from this source. Otherwise they lived on bread and what potatoes they managed to secure from the Germans, who commandeered all the supplies they could find.

Hardly a quarter of the American supplies intended for these people ever reached them. They were sent white flour, but received black, and frequently rations were withheld for a long time by the local German authorities. It was small consolation to the civilians to know that the Germans fared little better. During the last six months they were obviously short of food, even after diverting a portion of the supplies from neutral countries to their own use. Soldiers billeted in the villages or marching through them tried to buy all

(Continued at foot of next column.)

## CANTON NEWS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 14th.

CANTONESE BOARD OF COMMERCE OPPOSE WAR.  
The Board of Commerce of Canton has sent to the Government at Peking a telegram opposing a declaration of war against Germany.

MANY DROWNED IN A TOW-BOAT.

The tow-boat *Tue Ching*, plying between Shek-ki, Heung-shan district, and Macao, sank while loaded with a large shipment of goods and over five hundred passengers on May 7th. The steam launch endeavoured to rescue the passengers, but experienced great difficulty owing to the boat being heavily laden with goods. It is reported that about one hundred passengers were drowned, among whom were many children. A young foreign lady also lost her life.

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, of Saigon, in their report dated May 9th, state:—

Our market is still firm. Last week some business was done with the Philippine Islands, but these sales did not much affect our market, the steadiness of which is due chiefly from the poor supply of paddy.

The total amount of rice exported from the last January up to the last May is \$20,967 tons, against 452,749 tons in 1916.

We quote to-day:—White rice, No. 2 Sifted Japan quality, Hongkong \$3.71 per picul f.o.b. Saigon, for May/June shipment.

the foodstuffs possible, offering exorbitant prices and trying to cajole the shopkeepers by various promises into augmenting their meagre rations.

The gratitude of the civilians for the relief now being given them is shown in many ways. All the men who are sufficiently strong for hard work volunteered to help mend the roads and repair the damage wrought by the Germans as far as possible, and I saw French peasants sixty or seventy years old labouring with pick and shovel side by side with women in some of the villages in the area between Nesle and Roye.

I could write at length of many acts of pillage and vandalism committed by the enemy during the last week of their stay, but none is worse than that which occurred at Goyencourt, five miles north-west of Roye, the result of which I saw this morning. An old brick chateau which stood a short distance behind the front trenches had suffered somewhat from shell fire as it had been used as an artillery headquarters, but was still habitable up to the time the Germans received orders to evacuate it last week.

They packed the interior to pieces in the usual manner, even smashing the billiard table, hewing down the carved beams of the old ceiling, and stripping the family portraits from the walls. Then they set fire to the ruin, which burned itself out.

There was no extent of their crimes, however. The family chapel of the de Fontaine family, in the park near the chateau, was completely gutted. When I visited it this morning the door through the outer wall which led to the crypt had been wrenched away. In the little vaulted chamber beneath was a terrible spectacle. The oak coffin of Basile Gabriel Michel Pouille de Fontaine, a member of the Chamber of Deputies for the Somme, who died in 1889—I quote the inscription on the broken tablet, which had been tossed on the muddy floor—had been wrenched open by the Germans.

INCREDIBLE SAVAGERY.  
The oak lid with a large silver crucifix was missing, and the lower part of the leaden shell was cut away, exposing the feet of the corpse. The damask pall which covered the coffin was rolled up and flung in one corner. On the floor of the roofless chapel above, I found, amid charred embers, several large fragments of costly silk brocade vestments of medieval workmanship, one almost whole, which apparently had been used to wipe the boots of the soldiers, and bits of religious paintings and the broken altar mingled in the debris.

Yet the men who committed this sacrilege expect others to respect their own dead. In the centre of the burnt-out and blackened little village of Champien, a few miles east of Roye, is a new ornate German military graveyard at least two hundred yards square, enclosed with a carved stone and pillared wall. The graves within are neatly banked and bordered with green grass. Many have large carved marble head-stones, and on most of them are wreaths of flowers.

There are several graves containing unknown German and French dead with large granite headstones, while at the end of the cemetery is a large marble memorial, the lifelike figure of a woman carrying a wreath of laurel and standing between pillars.

There are evergreens in this little cemetery, and the carefully kept walks were newly swept before the 5th Grenadiers marched away on Sunday. They "hoped" the French would guard their dead. Yet just before they left they cut down all the fruit trees on the opposite side of the road, and the little home of an old peasant adjoining the cemetery was blown up with a charge of ammonal. French infantrymen were walking in the neat German cemetery this afternoon and reading the inscription: "Friend and foe in death united, with ironic smiles."

TWO AND A HALF YEARS  
WITH THE GERMANS.ENGLISHMAN'S REMARKABLE  
EXPERIENCES.LIFE IN ROUBAIX, LILLE, BRUSSELS,  
AND ANTWERP.

Mr. J. P. Whitaker, of Bradford, the young Englishman who has recently succeeded in effecting his escape from Roubaix, continues the account of his remarkable experiences during two and a half years behind the German lines.

## II.

Enslavement is part of the deliberate policy of the Germans in France. It began by the taking of hostages at the very outset of their possession of Roubaix.

A number of the leading men in the civic and business life of the town were marked out and compelled to attend by turns at the Town Hall, to be shot on the spot at the least sign of revolt among the townspeople.

Not a few of the mill-owners were ordered to weave cloth for the invaders, and on their refusal were sent to Germany and held to ransom. Many of the mill operatives, quite young girls, were directed to sew sandbags for the German trenches. They, too, refused, but the Germans had their own way of dealing with them. They dragged the girls to a disused cinema hall, and kept them there without food or water until their will was broken.

THE DEPORTATION.  
Barbarity reached its climax in the so-called "deportations." They were just slave raids, brutal and undisguised.

The procedure was this: The town was divided into districts. At 3 o'clock in the morning a cordon of troops would be drawn round a district—the Prussian Guard and especially, I believe, the 99th Regiment, played a great part in this diabolical crime—and officers and non-commissioned officers would knock at every door until the household was roused. A handbill, about octavo size, was handed in, and the officer passed on to the next house. The handbill contained printed orders that every member of the household must rise and dress immediately, pack up a couple of boots, a change of linen, a pair of stout boots, a spoon and fork, and a few other small articles, and be ready for the second visit in half an hour. When the officer returned the family were marshalled before him, and he picked out those whom he wanted with a curt, "You will come," "And you," "And you." Without even time for leave-taking the selected victims were paraded in the street and marched to a mill on the outskirts of the town. There they were imprisoned for three days, without any means of communication with friends or relatives, all herded together indiscriminately and given but the barest medium of food. Then, like so many cattle, they were sent away to an unknown fate.

Months afterwards some of them came back, emaciated and utterly worn out, ragged and verminous, broken in all but spirit. I spoke with numbers of the men. They had been told by the Germans, they said, that they were going to work on the land. They found that only the women and girls were put to farm labour.

The men were taken to the French Ardennes and compelled to mend roads, man saw-mills and forges, build masonry, and toil at other manual tasks. Rough huts formed their barracks. They were under constant guard both there and at their work, and they were marched under escort from the huts to work and from work to the huts. For food each man was given a web, loaf of German bread every five days, a little boiled rice, and a pint of coffee a day. At 8 o'clock in the morning after a breakfast consisting of a slice of bread and a cup of coffee they went to work. At 4 o'clock in the afternoon they returned for the night, and took their second meal—dinner, tea, and supper all in one. Often they were buffeted and generally ill-used by their taskmasters. If they fell ill, old water, internally or externally, was the inevitable remedy. Once a commission came to them at work, but they had been warned beforehand that any man who complained of his treatment would suffer for it. One of them was bold enough to protest to the visitors against a particularly flagrant case of ill-usage. That man disappeared a few days later.

## CLOSING THE FRONTIER.

Long before this the food problem had become acute in Roubaix. Simultaneously with the establishment of the system of personal control over the inhabitants the Germans closed the frontier between France and Belgium and forbade us to approach within half a mile of the border line. The immediate effect of this isolation was to reduce to an insignificant trickle the copious stream of foodstuffs which until then poured in from Belgium—not starving Belgium of fiction but the well supplied Belgium of fact.

Butchers and bakers and provision dealers had to shut their shops, and the town became almost wholly dependent on supplies brought in by the American Relief Commission. Fresh meat was soon unobtainable, except by those few people who could afford to pay fabulous prices for joints smuggled across the frontier. Month after month meat cost 32 francs a kilogram (about 13 shillings a lb.) and an egg cost 1 franc 25 (a shilling). Obviously such things were beyond the reach of the bulk of the people and had it not been for the efforts of the Relief Commission we should all have starved.

The Commission opened a food depot, a local committee issued tickets for the various articles, and rich and poor alike had to wait their turn at the depot to procure the allotted rations. The chief foodstuffs supplied were: Rice, flaked maize, bacon, lard, coffee, bread, condensed milk (occasionally), haricot beans, lentils, and a very small allowance of sugar. Potatoes could not be bought at any price.

Unfortunately, though I regret that I should have to record it, there is evidence that by some means or other the German Army contrived to intercept for itself a part of the food sent by the American Commission. One who had good reason to know told me that more than once trainloads which, accord-

ing to a notification sent to him, had left Brussels for Roubaix failed to arrive. I know also that analysis of the bread showed that in some cases German rye flour, including 30 per cent. of sawdust had been substituted for the white American flour producing an indigestible putty like substance which brought illness and death to many. Indeed the mortality from this cause was so heavy at one period that all the grave-diggers in the town could not keep pace with it.

One could easily understand how great must have been the temptation to the Germans to tap for themselves the food which friends abroad had sent for their victims. It is a significant fact that soldiers in Roubaix were eager to buy rice from those who had obtained it at the depot at four francs (3s. 4d.), the pound in order, as they said, "to send it home." I shall describe later how utterly different were the conditions in Belgium as I saw them.

Meaning as were the food supplies for the civilians in Roubaix those issued to the German soldier towards the end of my stay were little better.

At first the householders on whom the soldiers were billeted were required to feed them and to recover the cost from the municipal authorities. In passing I may mention that all ordinary money, gold, silver, and bronze, disappeared from circulation long ago. Some of it possibly was hidden by the townsfolk, but much more was collected by the Germans and sent out of the country. It was replaced by paper money of all denominations, even to cardboard notes. After some months the billeting system was altered, and the German military authorities undertook the feeding of their men. From that time onward there was a progressive fall in the quantity and deterioration in the soldiers' daily rations. To the end they seemed to have no lack of jam, nut plum and apple, but something red which looked rather like raspberry. Often I have seen them walking along the street munching a thick slice of bread covered with a generous layer of this jam.

Just before I left I was shown one day a menu provided for the troops. Breakfast consisted of dry bread and coffee, dinner of boiled barley, and supper of tinned beefsteak. The feeding of tinned beefsteak. It was some comfort to us to know that while we could barely subsist the Germans were evidently not much better off.

## COLLECTION OF METALS.

Conditions in Germany were reflected also in the systematic plundering of workshops and houses of everything made of brass, copper, pewter, or German silver. The Germans began by taking all stocks of raw and combed wool, raw cotton and raw silk from the warehouses, and followed this up by appropriating all woollen pieces goods. They next requisitioned all oil. Late last year they issued a Proclamation calling upon the residents to declare to the military authorities what brass was in their possession. Of course, nobody paid any attention to the order.

A few days later notices of German soldiers went through the town, street by street, and seized every article of brass, bronze or copper on which they could set eyes. Without ceremony they entered private houses, helped themselves, to stair rods, brass or copper kettles and other cooking utensils, gas fittings, fittings from fire-places, door plates, clothes hooks, and knob-knocks of every kind. Nothing was overlooked. They even took the brass headed carpet pins; they even tore the candle sticks from pianos. The things were bundled into a cart on the tail of which were scales, like those carried on coal-men's trolleys. Everything was weighed, and a receipt was given at the rate of two francs per kilogramme, or 10d. per pound. Bronze statuettes worth at least 500 francs were taken at the intrinsic cost of the metal.

The process was not confined to private houses or workshops. One day the Germans made a tour of the cafés and ripped off the pewter tops of the counters. They also went from shop to shop and carried away the brass treys from the scales. I saw one cart go along the street piled high with gramophone horns. A week or two later a notice was posted on the walls intimating that anybody who wished to replace requisitioned pots and pans by new ones could obtain them on application to the Kommandant. It warned that the substitutes were of iron, made in Germany, and that they were to be sold at given away. Meanwhile the unfortunate people whose houses had been stripped had nothing in return except a piece of paper which they were told could be converted into money at the end of the war.

## THE AMERICAN LIBERTY LOAN.

The Manager of the International Banking Corporation informs us that he has received a telegram from his head office in New York to the effect that the American Liberty Loan, carrying interest at 3½ per cent., is to be issued in bonds of U.S. \$50 and upwards, exempt from tax, and carries the right of conversion, should a later loan be found necessary at a higher rate of interest.

RICHEST WOMAN ON THE STAGE  
ARRESTED.

A message from Petrograd states that the dancer, Mme. Kschessinska, has been arrested.

Mme. Mathilde Kschessinska, who was "Dancer of Honour" to the Czar, is reputed to be far and away the richest woman on any stage in the world, the value of her jewels alone being stated at £50,000. She has been for some years past a prominent political personage in Russia and her receptions, which were regularly attended by royalty, diplomats, and the leading Russian officials. She is also famous as being the best-dressed woman in Russia and the possessor of priceless furs.

Mme. Kschessinska, who is a Pole, was last seen by the London public in November, 1911, when she appeared with Nijinsky at Covent Garden in a dance from Tchaikovsky's ballet, "Sleeping Beauty," and in the Schumann "Carnival."



# THE WAR.

## BRITISH COMPLETE CAPTURE OF ROEUX.

### TOTAL ANGLO-FRENCH CAPTURES.

### BRITISH ADMIRALTY APPOINTMENTS.

### ZEPPELIN DESTROYED IN NORTH SEA.

#### Franco-Belgian Front.

##### LATEST CABLES.

#### CAPTURE OF ROEUX COMPLETED.

LONDON, May 15th.  
Field-Marshal Sir Douglas Haig reports:—We continued our progress to-day northward of the Scarpe.

We completed our capture of Roeux, which had been defended with great determination and was the scene of much desperate fighting during the past month. We slightly advanced our line northward of Gavrelle.

Six German aeroplanes were brought down, and two others were driven down on Sunday. Three of ours are missing.

##### EARLIER CABLES.

#### BRITISH PROGRESS.

LONDON, May 14th.  
Field-Marshal Sir Douglas Haig reports:—We repulsed raids last night north-eastward of Epéhy and northward of Ypres.

We captured a few prisoners.

We made progress at the Roëux village.

##### LATEST CABLES.

#### VIOLENT BOMBARDING DUEL.

PARIS, May 15th.  
A communiqué states:—The Germans bombarded Bray-en-Laonnais and Cerny.

They were violently answered by our artillery.

There was lively artillery fire east of Berry-au-Bac and Monthaut.

Seven enemy aeroplanes were brought down.

Bombarding squadrons dropped 3½ tons of explosives behind the German lines.

##### EARLIER CABLES.

#### FRENCH REPORT.

PARIS, May 14th.  
A communiqué states:—Strong German reconnaissances attempting to reach our lines at various points broke down completely under our fire. The enemy suffered important losses and we took prisoners.

#### ANGLO-FRENCH CAPTURES.

LONDON, May 14th.  
Reuter's Correspondent at French Headquarters reports that the Franco-British captures since the beginning of the offensive on the 9th of April to the 12th of May total 49,579 prisoners, of which 978 are officers, 444 guns, 380 trench-mortars, 943 machine-guns, excluding a quantity of machine-guns which had been put out of action.

#### GERMAN REPORT.

LONDON, May 14th.  
A Berlin official report admits that the British forced an entrance into Roëux. A fierce battle continues at Bullecourt. There is increasing artillery firing in the Ypres-Wytschaete sector.

#### The Balkans.

##### EARLIER CABLES.

#### SERBIAN FRONT.

LONDON, May 14th.  
A Serbian communiqué dated May 12th states:—There is a violent artillery duel along our whole front.

We carried more trenches in the region of Dobropolj.

We heavily repulsed violent counter-attacks.

#### Naval Activities.

##### LATEST CABLES.

#### WARFARE ON FRENCH SHIPPING.

PARIS, May 15th.  
The number of French merchant-ships which were unsuccessfully attacked and sunk by submarines, respectively, were:—

	Unsuccessfully Attacked.	Sunk.
February .....	1	4
March .....	2	5
April .....	6	8

During April the following engagements occurred:—Submarines with French patrol ships, 12; with French seaplanes, 13; gunfire engagements with French merchantmen, 16. All the last-mentioned escaped.

#### SINKING OF DUTCH GRAIN SHIPS.

AMSTERDAM, May 15th.  
According to a deserter, it was the *Uss* which sank seven Dutch grain-ships off Palmouth, on February 22nd. The submarine's number was changed whenever it was noticed by a neutral or enemy.

#### GERMAN PROFESSOR URGES HARSHER SUBMARINISM.

COPENHAGEN, May 15th.  
The state of mind even among the educated classes in Germany is shown by an article in the review *Wochte*, by the well-known Professor Flamm, urging a more harsh treatment of neutral ships, to force them to remain in their home ports, and that too many of their crews at present were saved. It would be best if neutral ships disappeared tracelessly, then terror would keep them away from the blockaded zone.

##### EARLIER CABLES.

#### BOMBARDMENT OF ZEEBRUGGE.

#### REVERBERATION HEARD AT DOVER.

LONDON, May 14th.  
The bombardment of Zeebrugge was unusually severe. It was clearly felt at Dover, Deal and elsewhere, the doors and windows rattling.

#### The Near East.

##### EARLIER CABLES.

#### RUSSIANS RETIRE.

PETROGRAD, May 14th.  
An official report transmitted by wireless states:—Southward of Erzingan the Kurds repulsed one of our companies. We repulsed a Kurd attack near Belmer.

Under superior Turkish pressure we retired to the left bank of the Diale river.

#### General.

##### LATEST CABLES.

#### MAILS LOST.

LONDON, May 15th.  
Of the correspondence for the Egyptian Forces reaching London for despatch on April 27th, 28th and 29th, the 27th newspapers and packets only were lost; also the parcel mails from Australia, India, the Far East, Egypt, Malta and Gibraltar.

#### LEAGUE OF NATIONS.

#### STIRRING ADDRESS BY GENERAL SMUTS.

LONDON, May 14th.  
Speaking at a meeting of the League of Nations Society, Lord Bryce presiding, General Smuts said that the war had stamped into the hearts of millions of men and women an intense desire for a better order of things. The old order was now useless. All the treaties and optimism of the nineteenth century had ended in suffering and losses baffling description. It had been computed that eighty million men had died in war and a greater number had been permanently maimed. It had been stated that the casualties in this war were equal to the white population of the British Empire. If such wars were allowed to recur, the whole fabric of civilisation would be endangered. It was time for action regarding this, not for folding your hands and biding your head. If a hundredth part of the thought had been given to this war which had been given towards peace, there never would be war again. "I believe that a passion for peace has been born in this war which will prove greater than any passions for gain or conquest. As far as was humanly possible such a war as this should never again be tolerated. However, there is danger in believing too much in treaties until we have a radical change in the hearts of men. I think that that change is coming. There must be no patchwork peace, or a peace which is simply a compromise of conflicting interests. Every nation must have the choice of its own destiny and not have it cut and carved to please the great Powers." He supported the idea of the appointment of an Anglo-American Committee to discuss a scheme ensuring peace, and he suggested that if they could bring together practical men who know the world's bad ways splendid results would be achieved. Any nation not wishing to run straight must be compelled to realise that as a last resource the World would use force to make it run straight.

Lord Buckmaster trusted that before the war was ended it would have brought down the whole of the Powers responsible for the great wrong. In voicing his own opinion, he said, the scheme of the League of Nations would fail unless Germany admitted we have got to separate the German rulers from the German people, and to destroy one and support the other. If that is done we believe the future is safe.

Lord Hugh Cecil said that of late years European sentiment had retrogressed. We felt a boundless devotion for our own country, but we had none for any other. He would like to see the ministers of Christianity of all denominations of all countries foregather to enforce the principles that war and nationalism were inconsistent with Christianity.

#### AMERICA'S WAR STRENGTH.

NEW YORK, May 15th.  
One thousand have already joined the Officers' Training Camps. Provision is being made in New York for a camp at Plattsburg for 5,000.

#### ESPIONAGE BILL PASSED BY SENATE.

WASHINGTON, May 15th.  
The Government Espionage Bill mentioned on May 5th has passed the Senate by 77 votes to 6. It was shorn of the censorship and alcoholic prohibition, which will be embodied in separate measures.

#### RECRUITING.

President Wilson has authorised an impending Army Bill, contemplating expansion of the regulars to full war strength. Eighty-three thousand of the additional 183,000 required have already been recruited.

The organisation of new regiments begins on May 15th.

#### EARLIER CABLES.

#### ADMIRALTY CHANGES. NEW COMMANDER-IN-CHIEF FOR CHINA STATION.

LONDON, May 14th.  
In the House of Commons, Sir Edward Carson announced the following changes on the Board of the Admiralty:—Admiral Sir John Jellicoe to have the additional title of Chief of Naval Staff. Vice-Admiral Sir Henry Oliver, at present Chief of Staff, to be an additional member of the Board with the title of Deputy Chief of Naval Staff. Rear-Admiral A. L. Duff, at present in charge of the Anti-Submarine Department, to be an additional member of the Board, with the title of Assistant Chief of Naval Staff. Rear-Admiral Lionel Halsey, at present Fourth Sea Lord, to be Third Sea Lord in succession to Vice-Admiral E. C. Tudor Tudor, who will be appointed Commander-in-Chief of the China Station.

Sir Eric Geddes, at present Director General of Transports, to be an additional member of the Board.

Sir Edward Carson said that Sir Eric Geddes had been chosen for the position named and would be responsible for fulfilling the shipbuilding requirements for the Admiralty, the War Office and the Ministry of Shipping. For this purpose the staff of the three Departments would be placed under his control. As the duties for which he would be responsible at the Admiralty would include not only shipbuilding, but the production of arms and munitions, it was necessary that his touch with the Admiralty should be close and intimate, hence his appointment as a member on the Board of the Admiralty. He would also be associated with the Ministry of Shipping as a member of the Shipping Control Committee.

Mr. Runciman asked whether the duty of supervising the construction of merchant shipping would be transferred from the Shipping Controller to the Admiralty.

Sir Edward Carson answered that Sir Eric Geddes would act with the Shipping Controller, and added that Sir Eric had just completed most important work in France, which was very successful, and the Government were glad to avail themselves of his services.

#### FIRST LORD EXPLAINS.

LONDON, May 14th.  
In the House of Commons Sir Edward Carson, explaining the New Admiralty appointments, said the changes had a two-fold object. The first was to free the First Sea Lord and the Heads of the Naval Staff as far as possible from administrative work, in order that they might concentrate their attention upon important issues relating to the naval conduct of the war. The second object was to strengthen the shipbuilding and production departments of the Admiralty by providing an organisation comparable to that which had supplied the army with munitions. It was further intended to develop and utilise to the best advantage the whole shipbuilding resources of the country, and, as far as possible, to concentrate the whole organisation under one authority.

Sir Edward added that Rear-Admiral Tophill becomes Fourth Sea Lord in place of Rear-Admiral Halsey. Meanwhile the process of strengthening the Naval Staff by the addition of officers transferred from active service was being continued.

The new Commander-in-Chief of the China Station, Rear-Admiral Frederick Charles Tudor, has been Third Sea Lord since August, 1914. From 1912 to 1914 he was Director of Naval Ordnance and Torpedoes. He was made a Companion of the Order of the Bath in 1913. He married in 1913 the widow of Admiral R. Craigie.

#### RAILWAY TRAVELLING RESTRICTION IN GERMANY.

LONDON, May 14th.  
Railway travelling in Germany is being restricted between May 16th and 23rd owing to military needs.

#### ROYAL TOUR.

LONDON, May 14th.  
Their Majesties the King and Queen are making a tour of the munition works in the North of England, and are chatting freely with the workers.

#### RUSSIAN WAR MINISTER RESIGNS.

PETROGRAD, May 14th.  
M. Guchikoff has resigned the portfolios of War and Marine. In a letter to the Premier he explains that his resignation is due to the conditions affecting the Government's authority over the Army and Navy, which threaten to be fatal to the country's defence and liberty, even to existence. He refuses to share responsibility for the grave crime which is being committed against the country.

#### LABOUR UNREST IN ENGLAND.

LONDON, May 15th.  
The labour unrest continues. While the engineers in several areas are resuming work, the extremists remain out.

London is almost without omnibuses.

A mass meeting of drivers and conductors passed a resolution by an overwhelming majority in favour of a strike. They are demanding the recognition of their union and a ten shilling weekly rise.

The weavers employed in Lancashire, Yorkshire, Cheshire and Derbyshire have been instructed to hand in their notices on Wednesday of their intention to strike on the 26th inst., demanding 20 per cent. increase.

#### CONDITIONS IMPROVING.

LATER.  
The strike situation is improving. Munition workers and engineers in many places have resolved to resume work, while the South Lancashire strikers resumed work to-day.

#### GENERAL JOFFRE IN MONTREAL.

MONTREAL, May 14th.  
General Joffre paid a flying visit and received the warmest welcome.

#### WHEAT PROSPECTS IN CANADA.

MONTREAL, May 14th.  
Winnipeg reports splendid prospects of the wheat harvest, the growth of which has been phenomenal.

#### FRENCH FOREIGN MINISTER IN CANADA.

OTTAWA, May 14th.  
Mr. Viviani, the Foreign Minister for France, addressed both House of Parliament, and met with a most enthusiastic reception. He dwelt upon the services of Canada at the Front, notably at Ypres, and he acknowledged the material aid given by the Dominion.

#### RECRUITING IN AUSTRALIA.

MELBOURNE, May 14th.  
Mr. Pearce, the Minister for Defence, had a consultation with the Director of Recruiting. It is understood that they discussed the acceptance of men of good physique up to fifty years of age.

#### ZEPPELIN DESTROYED.

LONDON, May 14th.  
The Admiralty announce that Naval forces destroyed Zeppelin *L23* in the North Sea this morning.

#### MR. BALFOUR AND MR. ROOSEVELT.

NEW YORK, May 14th.  
Mr. Balfour had a four hours' interview with Mr. Theodore Roosevelt at Oyster Bay.

#### ENEMY CONFERENCES.

AMSTERDAM, May 14th.  
Herr Bethmann von Hollweg lunched with the Emperor and Empress of Austria and dined with Count Czernin. He afterwards returned to Berlin, where the conferences still continue.

#### HONGKONG TRAMWAY CO. LTD.

The approximate statement of traffic receipts for the week ending 15th May is as follows:—

	Receipts for week.	Aggregate receipts for 16 weeks.
This Year .....	\$13,478	\$230,285
Last Year .....	13,775	234,634
Decrease .....	3297	4,349

#### CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

#### THE POLITICAL SITUATION.

SHANGHAI, May 15th.  
To-day all the Tsuchuns invited the Members of Parliament to exchange opinions with them. All the Tsuchuns entertained the Ministers of the *Entente*.

Yesterday the Premier invited the Military officers to his residence, stating that he will resign.

The Tsuchuns have declared their policy as follows:—(1) To maintain Tan Chi-sui's Cabinet; (2) to regard the diplomatic policy as unchangeable; and (3) to demand (1) that Parliament approve of a declaration of war, and, in that event, to consult as to the maintenance of the Cabinet.

#### KWANGTUNG TROOPS TO BE INSPECTED.

Wang Chi-shiang left Peking yesterday for Kwangtung in order to inspect the troops.

#### TIRED OF VICTORIA GAOL.

When Don Manuel George Sequeira, native of Brazil and a local character well-known in the Police Court, was brought before Mr. Melbourne yesterday morning to answer a charge of vagrancy, he said:—"I have been in Victoria Gaol twenty-six times and I'm tired of Victoria Gaol. If your worship will let me off easy this time, I'll see Mr. North, get a pass for Macao and leave the society of Hongkong. I'm also tired of Hongkong." "Furthermore, your worship, I don't plead guilty this time," added the defendant. "How can the Indian Sergeant who arrested me know whether or not I am a vagrant? Can he see in my pockets whether or not I have money? Because I am known as a beggar and a drunkard, and wear dirty and shabby clothes, he took advantage of me."

Indian Police Sergeant B 246 deposed that he had seen the alleged mendicant accost several persons in Hollywood Road, near the Old Bailey, asking for alms. "I only spoke to Mr. Osborna of the China Sugar Refinery," explained the defendant.

"Don't I know Jimmie? Why, he's an old ex-school mate of mine at St. Joseph's College. I merely said, 'Hullo, Jimmie; how are you?' How's the family? Surely that's not begging. Now, if your worship will just let me off easy this time, I'll see Mr. Leo or Mr. F. X. D'Almada, both old ex-school mates of mine, and arrange to leave the Colony and get to Macao."

His Worship—Have you any witnesses? Defendant—No, but neither has the Police Sergeant.

His Worship—Well, I'll have to order you to the house of detention.

Defendant—Can't you send me to Macao?

His Worship—No, I'm afraid not.

#### HOTEL BUSINESS IN HAMBURG.

#### A CHEERLESS OUTLOOK.

The hotel proprietors of Hamburg have had rather a depressing meeting. They met to consider what steps could be taken by their organisation to ride over the present stagnancy. Trade has never been so bad. Foreign travellers grow scarcer, even visitors from Holland and the Scandinavian lands are rapidly disappearing. Austrian and Hungarian travellers, Bulgarians and Turks, used to visit Hamburg in the first two years of the war, but these faithful friends now prefer to remain at home.

The *Kremlenblatt* reports the meeting, and a very cheerful gathering it must have been. The first business on the agenda was a proposal for gathering coffee grounds. The meeting was told that efforts were being made to use the coffee grounds as fodder, and that it was their sacred duty to assist.

The next business was a proposal to eliminate from all bills of fare the remark that the prices of foods would be increased where beer or wine was not consumed. This, it was pointed out, had now become an absurdity. Nobody would stand it any longer. Food prices were quite high enough without this, and it was little use encouraging the consumption of beer when the supplies of this beverage were so very limited.

Next came the question: How are landlords to serve those microscopic portions of meat demanded by meat consumers without heavy loss? It was resolved to serve them no longer. If, therefore, a meat dish is ordered it must be of such a quantity that the landlord secures a profit. The customer may protest, he may point to his meat-card, but this will be all in vain. He must, therefore, hypothecate his meat-cards, and do without meat until he is able to accumulate a sufficient quantity to enable him to obtain another "square" meat meal.







## REIGN OF TERROR.

## PRIEST'S DRAMATIC STORY.

[FROM PHILIP GIBBS.]

British Headquarters (France), Mar. 25.

To-day I have gone again through a number of the ruined villages which were "liberated" just a week ago from German rule. Across our front-line trenches, through the barbed wire, and near the narrow strip of ground which was once No Man's Land until last Monday, one comes at once into the country where French civilians have lived since the beginning of the war, as far removed from the life of their own nation as though dwelling in another planet, cut off from all news of the progress of victory, passing through all the stages of hunger to starvation, and enslaved by the enemy of their people. They are now free, and, to-day being the first Sunday of their liberation, they had brought out French flags, and the Tricolour waved above the ruins of many villages, on the beams of roofless houses and burnt-out barns. I passed through a triumphal arch built at the entrance of the little town of Nesle, and in other places where the Germans had blown up mines at the cross roads and bridges saw how groups of French soldiers gathered round old men and women dressed in Sunday clothes saved up from the days before the war, listening to the tale of their sufferings which had made these women so thin and white and these old men so weak, except in courage.

In the village of Voyennes, not far from Ham, and one of the few hamlets not utterly destroyed because the people of the district were herded here while their own houses were being burnt, I went into the ruins of the church. It was easy to see how the flames had licked about its old stones, scorching them red, and how the high oak roof had come blazing down before the walls and pillars had given way. Everything had been licked down by the flames, except one figure on an encained fragment of wall; only one hand of the Christ there had been burned, and the body hanging on the cross was unscathed, like so many of those Calvaries which I have seen in shell-touched places. But this place had not been touched by shell-fire, for it had been far beyond the range of French or British guns; it had been destroyed willfully in rage. The village around had been spared, because of the large number of people driven into it from the neighbouring country-side, and when I called upon the priest, who lives opposite the ruin of the church, where he served God and the people of his little parish, I heard the story of its burning. It was a queer thing to me to sit to-day in a room of that French Presbyterian, talking to the old curé. Just a week before, on Sunday, at the very hour of my visit, which was at midday, that old church outside the window had become a blazing torch, and this priest, who loved it, had wept tears as hot as its flames, and in his heart was the fire of a great agony. He sat before me, a tall old man of the aristocratic type, with a finely chiselled face, but thin and gaunt and so fallow as though he had been raised from the dead. If I could put down his words as he spoke them to me with passion in his clear, vivid French, with gestures of those transparent hands which gave a deeper meaning to his words, it would have been a grand story, revealing the agony of the French people behind the German lines, for the story of this village of Voyennes is just that of all the villages on the enemy's side of the barbed wire. Here in a few little streets about an old church was the bodily suffering, the spiritual torture, the patient courage, the fight against despair, the brooding but hidden fears, which has been the life over a great tract of France since August, 1914.

## INDOMITABLE SPIRIT.

For a year (said M. le Curé Caron) my people here have had not a morsel of meat and not a drop of wine, and only had water in which the Germans put their filth. They gave us bread which was disgusting, and bad haricots and potatoes, and not enough over that the children became wan and the women weak. The American people sent us some foodstuffs, but the Germans took the best of them, and in any case we were always hungry. But those things do not matter, those physical things; it was the suffering, the spirit that mattered, and, monsieur, we suffered mentally so much that it almost destroyed our intelligence; it almost made us silly, so that even now we can hardly think or reason, for you will understand what it meant to us French people. We were slaves after the Germans came in and settled down upon us, said, "We are at home; all here is ours." They ordered our men to work, and punished them with prison for any slight fault. They were the masters of our women; they put our young girls among their soldiers. They set themselves out deliberately at first to crush our spirit, to beat us by terror, to subdue us to their will by an iron rule. They failed, and they were astonished. "We cannot understand you people," they said, "you are so proud. Your women are so proud." And that was true, sir. Some women not worthy of the name of French women were weak. It was inevitable, alas! But for the most part they raised their heads and said, "We are French. We will never give in to you—not after one year, or two years, or three years, or four years." The Germans asked constantly, "When do you think the war will end?" We answered, "Perhaps in five years, but in the end we will smash you," and this made them very angry, so our people went about with their heads up, scornful, refusing to complain against any severity or any harshness. Secretly among ourselves it was different. We could get no news for months, except lies. We knew nothing of what was happening. Starvation crept closer upon

(Continued at foot of next column.)

## THE REPORTED MENACE TO PETROGRAD.

## DIPLOMATIST'S REASSURING STATEMENT.

With regard to the threatened German concentration and move towards Petrograd, Reuter's Agency has received the following from a Russian diplomatic source:—

The latest German menace of an advance towards Petrograd need not be feared as much as if the revolution had not taken place and if discontent and disorganisation had been allowed to continue. Such a move, on the contrary, would have a sobering effect on the only section which might prove a hindrance to the Government. From a strategic point of view it must be remembered that Russia has a series of very strongly fortified positions capable of withstanding German onslaughts.

As regards any fear of remaining German influence, it must always be borne in mind that Germany leans on the Russian people or Army. The former has now gone and the latter—with the one exception of a very small group of workmen imbued with Anarchist ideas borrowed from Germany—are firmly determined to defend their country and their liberties. German influence had only one channel, namely, the reactionary party. This has disappeared and German influence has gone for ever. From a material point of view Russia is now stronger than ever for the purpose of waging war. Two months ago it was said that what Russia wants is honest men and that guns and munitions will follow. Now there will be no question of abortive because corrupt officials hanging up railway trucks. As for the food question, it is a most significant thing that in twenty-four hours that had been received during the whole month of February.

The period of crisis and danger resulting from the revolution has passed. This period was the first three days after the revolution, when the workmen might have got the upper hand of the young soldiery of Petrograd. This has not happened, and there is every reason to believe that as life returns to its normal channels all parties in Russia will unite in a resolve to win the war because they realise that any compromise with Germany would be a disaster not only for Russia but for the cause for which she is fighting.

We were surrounded by the fires of hell. As you see, we are on the outer edge of the great Somme battle-line, and very close to it. For fifty hours, at a time the roar of guns swept round us, week after week and month after month, and the sky blazed around us. We were officers; after the defeat on the Marne and after the battles of the Somme Germany was like a wounded tiger—ferocious, desperate, cruel. Secretly, though, people kept brave faces, they feared withdrawal. At last that happened, and after all we had endured the day of terror were hard to bear. From all the villages around, one by one, people were driven out. Young women and men, old as 80 were taken away to work in Germany, and an orderly destruction began, which ended with the cutting down of our little orchards and ruin everywhere.

## A GERMAN OFFICER'S ADMISION.

The commandant before that was a good man and a gentleman, afraid of God and his conscience. He said, "do not approve of these things. The world will have a right to call us barbarians." He asked for forgiveness because he had to obey orders, and I gave it him. An order came to take away all the bells of the churches and all the metal-work. I had already put my church bells in a loft, and I showed them to him, and said, "There they are." He was very sorry. This man was the only good German officer I have met, and it was because he had been fifteen years in America and had married an American wife, and escaped from the spell of his country's philosophy. Then he went away last Sunday week at this very hour. When the people were all in their houses, under strict orders, and already the country was on fire with burning villages, a group of soldiers came outside there with cans of petroleum which they put into the church. Then they set fire to it, and watched my church burn in a great bonfire. At this very hour a week ago I watched it burn. That night the Germans went away, through Voyennes, and early in the morning, up in my attic, looking through a pair of glasses, I saw four horsemen ride in. They were English soldiers, and our people rushed out to them. Soon afterwards came some Chasseurs d'Afrique, and the colonel gave me the news of the outer world to which we now belong after our years of isolation and misery. Our agony had ended. The Germans knew they were beaten, monsieur. A commandant of Ham said, "We are lost." After the battles of the Somme the men groined and wept when they were sent off to the front. "God!" they cried, "the horror of the French and English gunfire! Oh! Christ, say us!" During the battle of the Somme the wounded poured back, a thousand or more a day, and Ham was one great hospital of bleeding flesh. The German soldiers have had food and not enough of it, and their people are starving, as we starved with their usual brutality. I have seen them beat the soldiers about the head while those men stood at attention, not daring to say a word, but as soon as the officers are out of the way the men say, "We will cut those fellows' throats after the war. We have been deceived, and after the war we will make them pay." So the curé talked to me, and I have only given a few of his words, but what I have given is enough.—Daily Telegraph.

## DENMARK'S EXPORTS TO GERMANY.

## HOW THE GREAT AGREEMENT HAS BEEN BROKEN.

Figures have recently been published in the *Dorning Post* showing to what an enormous extent, by the toleration of our Foreign Office, Denmark has been supplying the needs of Germany. Ample confirmation is to be found in the Danish newspaper *Folkets Avis*, which has been exposing the facts in defiance of the Danish authorities' efforts to exclude them from public attention. This action of the *Folkets Avis* is undertaken not in the interests of England but in the interests of the Danish people, who are the first sufferers by the irregularities complained of. For the export of bacon to Germany has been so lavish that not enough has been left for the exporters' fellow-countrymen.

The *Folkets Avis* alleges that three large slaughterhouses, which it names, have all been guilty of the same offences in regard to over-export to Germany; and it asks: "Why should the small fry always suffer while the big fish escape?" The Danish Government admits, it is pointed out, that "certain mistakes" (sic) have recently been made in the export of bacon, and has appointed a Commission to inquire how the present arrangements for the export of bacon and the supply of it to the home market have been carried out.

On this proposal the *Folkets Avis* remarks:—"With respect to the supply of the home market there is really no need for any commission, because, as we have pointed out again and again, and our statements have been confirmed by those engaged in the trade, Copenhagen has been literally starved out, and every housewife can support our account of the impossibility it has been to obtain bacon, and how whole districts of the town have been left to divide a single pig between them. That is the fact. No Commission is necessary. The thing is quite plain."

And now comes the most astonishing part of the whole business. The guilty party to shelter themselves behind the excuse that the home market could not absorb the large consignments that arrived, and that it was necessary, therefore, to send not 14 per cent. but 30 per cent. to Germany, and thus to make an increased profit of six millions. This excuse certainly is not easy to swallow. We have not only had a sufficiency, we have actually had too much—in six weeks 36,000 pig-carcases too many!

This conditional distribution we have bound ourselves to carry out, so as to obtain foodstuffs, and when such conditional distribution is not observed then it must be reckoned as a breach of the export restrictions. Neither can there be any doubt as to the responsibility. That rests upon the three men who constitute the Export Committee, and who issue orders to all the slaughterhouses.

A very interesting explanation is given of how the "mistake" as it is officially described, was discovered. The discovery was due to the merest accident. Two telegrams were despatched on the 10th February—one by a newspaper correspondent to his newspaper and one by the Export Committee to a slaughterhouse relating to the details of distribution. The telegrams were delivered each to the other's address, and the newspaper published the figures in the Export Committee's telegram as an interesting item of news. A member of the Legislature saw the figures, and called attention to the irregularity which they disclosed—that England had been cheated over the bacon supply.

The *Folkets Avis* further alleges that a year ago its Editor was requested by the Government to keep silence about the arrangements in connection with the bacon trade. The request was complied with, but an end to it. Instead, however, of investigating the matter then, the (Government) trusted to the exporters' sense of honour, and now we have this scandal! is the outspoken Danish journal's comment.

## CAPITAL AND LABOUR IN CO-OPERATION.

## THE LABOUR MINISTER'S HOPE.

Mr. John Hodge, M.P., Minister of Labour, speaking as the guest of the Rotary Club of London, said that when peace was declared the war would have to be paid for, and the only way of paying for it was by the co-operation of Capital and Labour. Both Capital and Labour must change their methods. Old and obsolete methods must be scrapped, and new methods must go by the board. He believed that with a spirit of mutual trust we could make more ships than the German super-submarines could possibly sink. In the past the employer wanted the utmost output for the smallest wage, and on the other hand the workman wanted the biggest possible wage for the smallest possible output. In approaching employers he advocated an attitude of sweet reasonableness. He never believed in strikes and he did not believe in them to-day. A strike meant a loss. Capital must have its dividend; it must make up the loss of a strike, and he believed the workman had got to make it up. He believed, further, that if the workers entered upon a policy of advance the employers would be far more ready to grant it. The war had demonstrated that the iron and steel trade was a basic industry, and £15,000,000 of new capital had been placed in the industry. Before the war this country was open to the importation of steel from Germany, while Germany was closed to English imports, but he was not willing that a single furnace should be idle at that. German steel might enter this country. So far as demobilisation was concerned, he was laying his plans, he hoped, well and truly. No section of the community could handle that problem better than Capital and Labour in co-operation, and he believed that every promise made by employers to take back the men who had been fighting for them would be honourably fulfilled.

ALL of us here in China naturally have more or less vital interests in the current affairs and general development of the country and its people. The more intelligent and the more progressive of us, despite the disabilities of life in Asia, endeavour to develop a justifiably progressive outlook. It is to this class of people—foreigners and Chinese—that this advertisement is addressed, to call attention to a work shortly to appear and which will at once find its place in the forefront of reference works on China.

That work is *The New Atlas and Commercial Gazetteer of China*. From previous announcements you are, in some slight measure at least, acquainted with its scope, but because it is impossible to condense into a single advertisement even a general comprehensive statement of the broad usefulness of the work, we purpose printing a series of announcements each treating of some particular section of the book.

# The New Atlas and Commercial Gazetteer of China.

The Standard Geographical, Commercial, Economic and Educational Compendium of China To-day.

## A Quick Glance at the Scope of the Work.

**Section One.** The *Maps* of the 18 Provinces and 4 Dependencies of China, drawn to a scale of approximately 25 miles to the inch. A separate page is devoted to each province—there will be 12 maps each 18½ by 13½ inches, and 10 double-page maps, 28½ by 18½ inches. All in English and Chinese.

**Section Two.** A complete *Bilingual Index* to Section One. Over 16,000 place names accurately located in their longitudinal and latitudinal positions in both languages. This is the first time a bilingual atlas and index has ever been issued for any country.

**Section Three.** A *Survey of China*, Geographical, Commercial, Economic and Educational. Each province is treated separately by experts. There are 200,000 words in this Section—that is the equivalent of three average novels, or 200 columns (25 pages) of this newspaper.

**Section Four.** *Trade Section*.—24 full-page coloured graphs and diagrams, showing the present trade of the whole of China, with comparisons in growth since 1870. Every phase of China's domestic and foreign trade is touched. This Section also has descriptive matter in both languages.

**Section Five.** *China's Productions*.—Full map of China, measuring four by five feet, 18 miles to the inch, showing records of natural productions throughout the country, especially compiled by experts in every province. This section alone is worth the price of the entire work to any Exporter.

**Section Six.** *China's Railways*.—With a special Railway Map and a mass of detail regarding Railways, their building and financing. Also, technical articles written by railway experts. Railway building is the most important step in the development of China—this Section is a standard reference on the subject.

**Section Seven.** *China's Agriculture*, of great importance just now. Full maps engraved from special coloured drawings, with approximately 50,000 words of descriptive matter written by qualified men. The author of the best-known book on afforestation in China had charge of this Section.

**Section Eight.** *China's Geology*.—This subject is dealt with by means of coloured maps and descriptive matter in a manner that is new. The *Flora* and *Fauna* of China are also fully treated here by recognized men qualified to deal with the subjects they treat.

**Section Nine.** *Miscellaneous Subjects* are grouped here—Areas, Population, Climate, Meteorology, People and Language, Money, Weights and Measures, the Government and its Constitution, Religions, etc., etc. There are various appendices and general material for which there is constant need for reference.

## Of Interest to Everyone.

Therefore, we ask that these advertisements be read; and our advice is, once a reader has made up his mind that the publication will be of use to him, he should lose no time in reserving a copy, for the introductory offer may be withdrawn at any time.

No one need say the Atlas does not interest him; no man in China can afford to say that—if he does he should not be here. China does not want men who are not interested in China, for China wants only men who will do their bit in helping forward the country, no matter how personally successful and wealthy they may become in doing it. This publication should, and does, interest everyone, and he is a wise man who conscientiously weighs the *raison d'être* of *The New Atlas and Commercial Gazetteer of China*.

The management of *THE NORTH-CHINA DAILY NEWS* wants this work to succeed; we want our readers to obtain the advance on the Special Subscription List basis.

## Its General Scope.

It is an *Atlas*—a bilingual atlas—and will be the first bilingual atlas ever published of any country. The scale of the maps is roughly 25 miles to the inch. There are separate maps for each of the 18 provinces and for the four Outer Territories. All are in English and Chinese. The Atlas is accompanied by a really wonderful Index, comprising over 16,000 names, in both languages, together with a key for immediate location.

It is a *Commercial Geography*. In all there are about 500,000 words of descriptive matter. The whole of China and the Outer Territories are dealt with under one head so one may read this section alone and derive in a general way all the information found in a commercial geography. If, however, one wishes to secure particularized information, he has only to look to the individual chapters on each of the provinces to find anything he wants to know regarding history, trade, products, communications, population, economic resources, or what not.

It is a *Commercial Encyclopedia*, not only of China but of the World, especially the whole Far East. There is a special section that deals with the port trade of China in which the growth of all the Treaty Ports is reviewed in great detail, supplying valuable records that would take a merchant or manufacturer years to ascertain.

It is a *Complete Work on China's Products*. There is a thoroughly revised New Productions Map of China, showing with marvellous accuracy China's every possible product, from the Pacific to Tibet, and from Mukden to Mongolia. It is accompanied by a 30-page bilingual Index. This alone is worth the cost of the whole work.

## Some Unique Features.

There are sections that deal with **Scientific Matters** from a strictly scientific standpoint. There are chapters that will be invaluable in any particular branch of research. For example, what is entirely new in China—and we doubt if it has been done so thoroughly of any other country—there is a section of lithographed graphs covering the growth of China's trade for the last half-century, showing in line and figure all that is to-day, and has been, in China's world of commerce. There are comparisons with other countries that are magnificently worked out in a unique manner.

There is a **Dictionary of Commercial Products of the World**, especially compiled with reference to China. The merchant, the teacher, the statesman, the professor, the manufacturer, the exporter—any intelligent man who wishes to know anything about any commercial article is able to turn to it at a moment's notice, learn where it is found, what it is used for, whether China produces it and if so where and how, and the amount that is exported or imported into China. Just think what this means, as only one feature of the work.

This is, in short, a unique work—not uncommon, but unique.

Barely an indication of the importance and usefulness of *The New Atlas and Commercial Gazetteer of China* can be given in a single advertisement. Some conception of the bigness of this mammoth book that stands alone as the one great reference work on China can be got from the Prospectus. Send for one NOW. Cut out the Coupon, fill in your name and address; do it NOW.

With the Prospectus will come full information of the Easy Monthly Payment System.

## Use this TO-DAY.

### Free Prospectus.

Name   
Occupation   
Address   
H.K. P. 16/5.

**Only Ten Taels.**  
To assure yourself that your name has been registered among the early subscribers at the special introductory price, it is necessary only that you send Tls. 10 now. No further payment will be required until the book is in your hands. Then you may pay in one lump sum or by Easy Monthly Payments.







**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
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(FULLER & ECKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

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THE BANK LINE, LIMITED.  
General Agents.

**C. N. C. CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA CEBU and ILOILO	"TAMING"	On 16th May, Noon.
SHANGHAI	"SHANTUNG"	On 17th May, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 18th May, Noon.
SHANGHAI	"YINGCHOW"	On 20th May, 11 A.M.
TIENTSIN	"KWEILIN"	On 24th May, Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Airships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."  
SHANGHAI LINE—PASSENGERS, MAILS and CARGO, S.S. "ANHUI," "CHENAN," "YINGCHOW," "SHANTUNG," "SINKIANG" and "SUNNING," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

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BUTTERFIELD & SWIRE,  
Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.  
(Occupying 9 to 10 Days).

"HAITAN" ... Capt. A. E. Hodgins ... TUESDAY, 22nd May, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.

**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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DAVID SASSOON & CO., LTD.,  
Agents.

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UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

**MARSEILLES AND LONDON.**

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1917	1917
COLOMBO				

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

**INTERMEDIATE STEAMERS**

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

**MARSEILLES AND LONDON.**

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles if calling about	Due LONDON about
The Intermediate	Service is	Temporarily	Suspended.	

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS**

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Bond the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For further information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. FARR,  
Superintendent.

**NIPPON YUSEN KAISHA.****THE JAPAN MAIL STEAMSHIP CO.**

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA, BAY CAPE TOWN and MADEIRA.

VICTORIA, B.C. and SEATTLE via KAMAKURA MARU (FRIDAY, 18th May, at Noon).  
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA via SHIDZUKA MARU (WEDNESDAY, 20th May, at Noon).

SYDNEY and MELBOURNE, via MANILA, BANGKANG THURSDAY ISLAND TOWNSVILLE & BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

KOBE ...	TENSHIN MARU (THURSDAY, 17th May, at Noon)
NAGASAKI, KOBE and YOKOHAMA ...	TANGO MARU (FRIDAY, 18th May, at 4 P.M.)
SHANGHAI and KOBE ...	KAMO MARU (FRIDAY, 18th May, at 11 A.M.)
SHANGHAI, KOBE and YOKOHAMA ...	KASHIMA MARU (FRIDAY, 18th May, at 11 A.M.)
YOKOHAMA ...	TAISHO MARU (SATURDAY, 19th May, at Noon)
SHANGHAI MOJI and KOBE ...	BENTEN MARU (WEDNESDAY, 20th May, at Noon)
	PENANG MARU (SUNDAY, 27th May, at Noon)

**EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY)**

NEW YORK via MANILA, SAN FRANCISCO, PANAMA and COLON.

For Further Information, apply to—

NIPPON YUSEN KAISHA  
R. MOBI, Manager.

TELEPHONE Nos. 92 and 93

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, MANILA, THE INLAND SEA.

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
TENYO MARU	21,000 — 21 knots	WED., 23rd May
SHINYO MARU	11,000 — 15 knots	THURS., 14th June
PERNSIA MARU	22,000 — 21 knots	TUES., 19th June
KOREA MARU	9,000 — 14 knots	TUES., 3rd July
SIBERIA MARU	18,000 — 18 knots	SATUR., 14th July
	18,000 — 18 knots	WED., 26th July

FIRST CLASS TO LONDON G\$348 (£71.10.0) RETURN G\$699 (£132.2.0).  
" " " SAN FRANCISCO G\$250 " " G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and Trans-Siberian Railway.  
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

**SOUTH AMERICA LINE.**

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO;  
TRANS-ANDAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passages and Freight, apply to—  
T. DAIGO, Agent,  
King's Building.

**MESSAGERIES MARITIMES****FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI  
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

FOR SHANGHAI, KOBE AND YOKOHAMA ...

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

TELEPHONE 740.

F. THOMAS, Agent,  
Queen's Building.

**O. S. K. OSAKA SHOSHEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MANILA MARU" ... WEDNESDAY, 23rd May, at 4 P.M.  
"CHICAGO MARU" ... MONDAY, 4th June, at 2 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Long Beach ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAYA LINE—Monthly service for Java ports calling at Manila, Sandakan and Massawa. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"KAIJO MARU" ... SUNDAY, 20th May, at Noon.  
"SOSHU MARU" ... THURSDAY, 24th May, at 3 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be in use.

For FURTHER INFORMATION, apply to—

Tel. Nos. 744 and 745.

M. HIGUCHI, Manager,  
No. 1, Queen's Building.

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